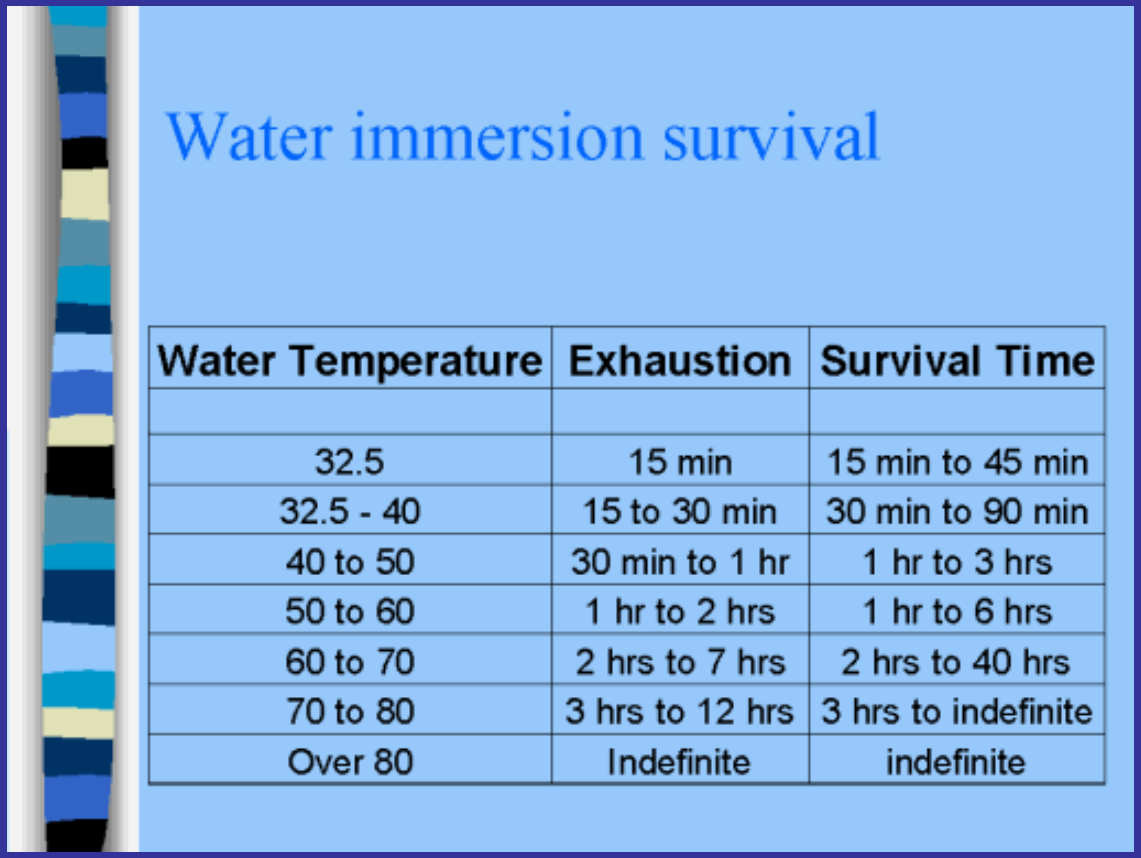
DRESS TO EGRESS

AV-8B Harrier class A mishap

6 December 2005

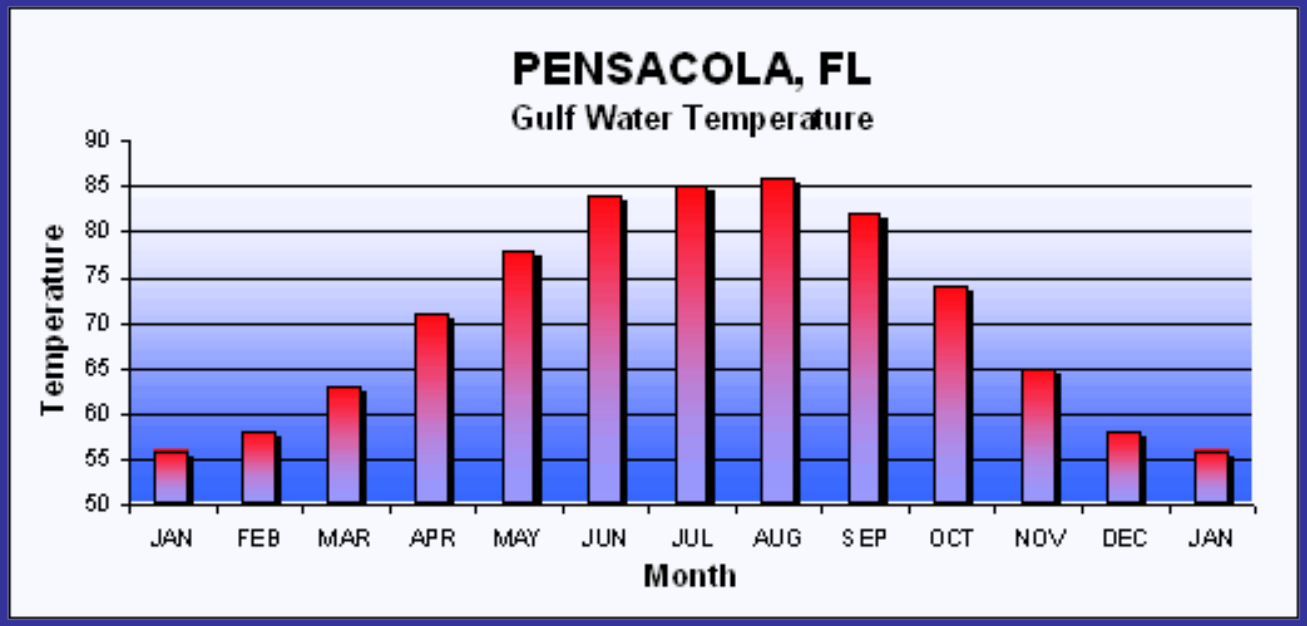
- Mishap pilot (MP) ejected 17 miles east of St. Augustine
  - Initiated glide from 10k'-3k'(14 mi.) prior to ejection
- Line over during descent resulted in partial collapse of canopy
- Manual inflation of LPU during descent, only one side deployed
- SEAWARS failed to fire upon immersion in salt water forcing manual release of Koch fittings to avoid entanglement.
- Divested seat kit, AIRSAVE vest and boots to keep from drowning
  - Sea state – 6-8' waves
  - Eventually orally inflated G-suit to stay afloat.
- USCG and USN SAR efforts initiated immediately
  - 18 aircraft (5 mile radius) including JSTARS; multiple surface vessels – 4 helos passed directly overhead MP w/out

How Long Can I Survive?



Water Temperature	Exhaustion	Survival Time
32.5	15 min	15 min to 45 min
32.5 - 40	15 to 30 min	30 min to 90 min
40 to 50	30 min to 1 hr	1 hr to 3 hrs
50 to 60	1 hr to 2 hrs	1 hr to 6 hrs
60 to 70	2 hrs to 7 hrs	2 hrs to 40 hrs
70 to 80	3 hrs to 12 hrs	3 hrs to indefinite
Over 80	Indefinite	indefinite

Average Water Temps Pensacola



JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
56	58	63	71	78	84	85	86	82	74	65	58	56

TRAWING SIX SOP (current)
Cold Weather Operations

- Over water flights in the warning areas are prohibited when the wind-chill corrected outside air temperature is 32 deg F or below or when water temperature is 60 deg F or below due to unavailability of anti-exposure suits in TW-6.
- Restriction can be waived to a minimum of 50 deg F at COs discretion.

COs Discretion "Bad Idea"

- Training Command, not a combat zone!
- The threat of lethal "cold shock" is very significant under these conditions (50˚ - 60˚F) and occurs within the first two to three minutes following immersion.
- Immersion in water with a temperature of between 50˚ and 60˚ for as little as 2 hours can result in unconsciousness because of hypothermia.
- Wearing of the complete antiexposure ensemble is the only configuration that ensures adequate thermal protection with water temperatures below 60 ˚F, and we don't have them in the Training Command.

TRAWING SIX SAREX

21 April 2005

- Purpose – test radios purchased by TW-6 for use w/local USCG surface vessel during SAR efforts
  - SAR assets no longer stationed at NASP
  - USCG SAR assets must fly from New Orleans, LA, refuel at NASP and then commence SAR procedures.
- Downed aviator, dummy w/complete T-6 ALSS ensemble including helmet w/reflective tape, placed in water at Pt. Chappe (NPA 141/14)
- On scene commander, airborne T-6, unable to located downed aviator with known coordinates until sea dye marker was released.
- USCG SAR (surface) efforts initiated immediately
  - talked on to coordinates by on scene commander
  - positive ID on sea dye marker, not downed aviator, enabled successful SAR evolution
- SAR effort – 1+ hours – in perfect scenario
- After-action report noted numerous civilian craft passing within 20 feet of downed aviator with zero recognition.

So, Dress to Egress!

- Should be based on exposure to coldest possible temperature along your route of flight (think worst case scenario).
  - CWU-36/P – Summer weight flyer's jacket
  - CWU-45/P – Cold weather flyer's jacket
    - Both can be worn in all aircraft to include underneath the parachute harness
  - G-1 – Intermediate flyer's (leather) jacket
    - Can be worn in all non-ejection seat aircraft
  - CWU-43/44/P Cold weather (aramid) underwear*
    - Little or no practical value for thermal protection during water immersion situations.

*Aramid or cotton only; synthetic material can melt to your skin when exposed to a flash fire i.e., poly propylene, Under Armour, etc…

Lip Balm Addicts!

- Avoid use of all petroleum based products while flying i.e., Chap Stick, Vaseline, Carmex, Blistex, etc...

Petroleum + Oxygen = Fire!

QUESTIONS?